6706
6708

6706
6708

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

~~Topographic~~
Hydrographic } Sheet No. 6708, 6706

~~Maine~~
State New Hampshire

LOCALITY
Gulf of Maine
~~Submarine Trial Course~~

~~10 Miles~~ East of Isles of Shoals

193 41

CHIEF OF PARTY

C.D. Meaney

U.S. GOVERNMENT PRINTING OFFICE: 1934

Form 537
Ed. Dec. 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

H6706

REG. NO. H-6706 H6706

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 21

REGISTER NO. H-6706

State ~~Maine~~ New Hampshire

General locality Gulf of Maine

Locality ~~Isles of Shoals~~ ~~Ten miles~~ East of Isles of Shoals

Scale 1:20,000 Date of survey Sept- Oct., 1941

Vessel LYDONIA

Chief of Party C. D. Meaney

Surveyed by Ship's Officers

Protracted by J. D. Curd

Soundings penciled by J. D. Curd

Soundings in ~~fathoms~~ feet

Plane of reference M.L.W.

Subdivision of wire dragged areas by

Inked by A. R. STIRNI

Verified by A. R. STIRNI

Instructions dated (CS-269) August 2, 1941

Remarks: The positions were protracted and the soundings penciled at the Norfolk Processing Office.

KWH 8/27/42

U. S. GOVERNMENT PRINTING OFFICE

H6708

Form 537
Ed. Dec. 1930

REG. NO. H-6708 H6708

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 11

REGISTER NO. H-6708

State ~~Maine~~ New Hampshire

General locality ~~Atlantic Ocean~~ Gulf of Maine

Locality ~~Ten miles~~ E ast of Isles of Shoals

Scale 1:10,000 Date of survey SEPT. - OCT., 19 41

Vessel LYDONIA

Chief of Party C. D. Meaney

Surveyed by Ship's Officers

Protracted by E. G. Cunney

Soundings penciled by E. G. Cunney

Soundings in ~~fathoms~~ feet

Plane of reference M. L. W.

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated Aug. 2,1941 & Suppl.Inst. Oct. 1, 19 41

Remarks: This sheet was protracted and soundings penciled at the Norfolk Processing Office

U. S. GOVERNMENT PRINTING OFFICE

H6706
H6708

Field Notes Outlined

for

DESCRIPTIVE REPORT

to accompany Hydrographic Sheets

Field No. H-11 (Reg.No. 6708) & Field No. H-21 (Reg. No. 6706)

INSTRUCTIONS

This survey was executed in accordance with the Director's instructions for Project CS-269, dated August 2, 1941, and supplemental instructions, dated October 1, 1941.

CONTROL

The control consisted of a buoy traverse located by the taut wire - sun azimuth method. This traverse was tied into triangulation on Boon Id., Isles of Shoals and Thacher Id. by sextant angle observations.

Computation filed in library 5-2052

SURVEY METHODS

Standard survey methods were used throughout the survey of this area. The ship's position was determined almost entirely by three point visual fixes on buoys. RAR control was used for a very brief period on two days. The velocities used in plotting the few RAR positions were determined in the following manner.

On one of the days on which RAR was used a taut wire line was run at the same time. Positions were taken and plotted along the taut wire line. The velocities necessary to make the arcs from the sono buoys intersect at these positions were used in plotting other RAR positions on the boat sheet.

The great majority of recorded soundings were obtained from the Dorsey No. 1 Fathometer. On one day when the Dorsey Fathometer was not working properly, soundings were scaled on the "808" fathogram and recorded in the sounding volumes. The "808" fathometer was run simultaneously with the Dorsey No. 1.

All of the sounding volumes have been inspected for missing Dorsey fathometer soundings. Soundings that were missed by the Dorsey fathometer observer have been scaled on the "808" fathogram where

possible and entered in the sounding volumes with explanatory notes. The following method was used to determine a relationship between the Dorsey soundings and the corresponding "808" Recorder soundings.

Several soundings observed before and after the missing Dorsey soundings were compared with corresponding soundings on the "808" fathogram. A mean correction was determined and entered in the record as an additional correction to the scaled "808" recorder soundings.

The fathograms are clear and sharp to depths of about 60 fathoms. Below this depth, however, the "808" recorded soundings unsatisfactorily. The initial line of the second position was recorded at about 64 fms. and covered most of the returns at that depth. It was found in comparing the "808" and Dorsey returns that there was no constant relationship between corresponding soundings. Differences varied between 0 feet and 8 foot. Soundings on the "808" were recorded in fathoms. Differences as much as 8 feet generally were noted where the bottom was irregular or when depths were changing rapidly. The "808" recorder tender pushed the fix marker button when he heard "mark" or the time signal when the fix was being taken. Any hesitancy on the part of the tender would produce a time lag between the two records and thus give rise to this source of error when supposedly corresponding soundings were compared.

Purpose of the Survey:

Development of the following areas specified in the Instructions (a) in depths of less than 300 feet (b) within a distance of 1/2 mile of Latitude 42° 57.1', Longitude 70° 22.1' (c) within a distance of 1/2 mile of Latitude 42° 59.80', Longitude 70° 20.45' was accomplished by spacing the sounding lines less than 100 meters apart on Hydrographic Sheet H-11 (H-6708 (1940)), scale 1-10000. No indication of the reported pinnacle rock or a shoal was found near the position indicated in Instructions, namely Latitude 42° 57.1', Longitude 70° 22.1'.

Existence of 11½' rock disproved by H-6707 (1940) W.D.

DISCREPANCIES*COMPARISONS WITH PREVIOUS SURVEYS

These will be considered after completion of the plotting of the smooth sheet.

DANGERS

No obstructions which would be dangerous to navigation were found. The pinnacle rock reported in Instructions to be at Latitude 42° 57.1', Longitude 70° 22.1' was not found. The two moorings described in the Instructions were recovered. A separate report on the recovered moorings has been submitted.

CHANNELS AND ANCHORAGES

There are no channels or anchorages in the area surveyed.

LAND MARKS

No new land marks for charting purposes were located during the execution of the survey.

GEOGRAPHIC NAMES

The geographic names appearing on Chart 1206 are correct for the area of this survey.

Respectfully submitted:

Norman Porter

Norman Porter,
Aid, USC&GS.

Approved and Forwarded:

C.D. Meaney

C.D. Meaney,
Chief of Party.

4

H6706
H6708

TIDAL DATA

Hydrographic Sheets - H-6706 (1941) - H-6708 (1941)

In accordance with the Director's Instructions, a portable tide gage was maintained for the duration of the survey at Gosport Harbor, Star Island, Isles of Shoals, by the personnel of the LYDONIA and the GILBERT.

Position of station - Lat. 42° 58.7', Long. 70° 36.9'

Mean low water is 0.145 feet on the tide staff.

Highest tide observed - September 23, 1941 - (10.8') on tide staff.

Lowest tide observed - September 21, 1941 - (-1.0') below zero of tide staff.

H6706
H6708

STATISTICS FOR SHEETS, FIELD NO. H11 & H21

H-6706 - H-21

DAY	DATE	STAT. MILES	SOUNDINGS	POSITIONS
A	Sept. 15	8.0	140	3
B	" 16	30.1	989	76
C	" 17	92.6	2857	226
D	" 18	112.3	3552	312
E	" 19	73.4	2392	210
F	" 23	41.9	1287	109
G	" 24	26.0	912	75
H	Oct. 7	17.4	513	53
J	" 8	70.0	2371	207
K	" 9	79.0	2525	229
L	" 10	41.4	1313	124
M	" 14	34.3	1336	132
N	" 16	54.6	1825	188
	TOTALS	681.0	22012	1944

H-6708 - H-11

A	Sept. 23	10.6	434	38
B	" 24	57.6	2079	212
C	" 27	2.1	409	36
D	Oct. 1	53.3	2032	217
E	" 16	9.6	357	43
	TOTALS	133.2	5311	546

Area - statute miles - 48

No. of buoys planted - 12

Stat. miles of taut wire run - 42.3

No. of sun azimuths observed - 14

H6706
H6708

FATHOMETER CORRECTIONS

The fathometer corrections for these sheets were worked up by the personnel of the LYDONIA and GILBERT.

The corrections were obtained using standard methods.

The corrections were made up for each trip and are submitted in separate cahiers.

H6706

A D D E N D U M

SHEET NO. H - 6706

Discrepancies

Latitude 42° 53.80' and Longitude 70° 24.04': 124 to 125 N.

These 2 positions were rejected and the soundings were not plotted due to faulty fixes and discrepancy in time. This area is well developed without these soundings.

Latitude 42° 57.65' and Longitude 70° 20.05': 102 - 107E.

This line appears to be displaced. If position 104 E were held and the line were bent between 103 and 107 E about 100 meters, there would be better agreement of the hydrography in this area. This line is now plotted according to fixes given in the sounding records.

Line as plotted is in satisfactory agreement with adjacent hydrography

Note:

Descriptive reports for H-6706 (1941) and H-6708 (1941) were combined in one descriptive report which was sent to the Washington Office together with sheet H-6708. (1941)

I. M. Zeskind,
Asso. Cartographic Engr.

Norfolk Processing Office,
Norfolk, Virginia
September 28, 1942.

Forwarded and Approved:

Paul C. Whitney
Supervisor, SE District

8

H6708

ADDENDA

H6708

HYDROGRAPHIC SHEET NO. H-6708

Below is listed areas where poor agreement of adjacent hydrography exists. This is probably due to variable positions caused by current and scope of ground tackle: ✓ shoalest sdgs plotted

Crossing		Latitude	Longitude	Difference
21 - 22B(red)	69 - 70B(red)	42° 59!91	70° 20!18	4'
112B(red)	34 - 35A(red)	42 59.48	70 20.50	4'
206-207B(red)	6 - 7A(red)	42 59.2	70 21.3	4'
207-208B(red)	115-116B(red)	42 59.3	70 21.2	4'

Line 201 to 212B(red), ending in the vicinity of signal GNU is in poor agreement with cross lines. The southwest portion of this line would be in better agreement with adjacent hydrography if it were moved northwest. Sdgs from 201D to 204D were not plotted because of disagreement with Dday sdgs which cover this area.

74 - 75D(red) Lat. 42° 56!62 Long. 70° 22!58

The 352 foot sounding falling in the vicinity of 389 feet was not plotted, as the 808 fathogram record while indistinct does not indicate a sounding as shoal as 352ft. ✓ 352 ft sdg retained See item 10 of Review

92 - 93D(red) Lat. 42° 56!60 Long. 70° 22!55

Soundings from 13-19-~~30~~ 38 to 13-20-50 were not plotted as they appear to have been read 10 fathoms too shoal. The 808 fathogram while indistinct, indicates deeper soundings than those recorded. sdgs of overlapping line plotted

Respectfully submitted,

Isadore M. Zeskind

Isadore M. Zeskind
Assoc. Cartographic Eng'r.

Norfolk, Va.,
June 25, 1942.

Respectfully forwarded,

H. C. Warwick.

H. C. Warwick,
Lieut.Comdr. U.S.C.& G.S.

GEOGRAPHIC NAMES

Survey No. H6706

Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Gulf of Maine										1
Isles of Shoals										2
										3
										4
										5
										6
Gosport Harbor										7
										8
										9
										10
										11
										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27
										M 234

H6706

	Remarks	Decisions
1	For title	
2	" "	429705-706
3		
4		
5		
6		
7	Location of tide staff	429705-706
8		
9		
10		
11	L. Heck 11/4/42	
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		

M 234

GEOGRAPHIC NAMES

Survey No. H6708

Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Gulf of Maine										1
Isles of Shoals										2
										3
										4
										5
										6
										7
										8
										9
										10
										11
										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

M 234

H6708

	Remarks	Decisions
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
M 234		

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. H6706

Records accompanying survey:

Boat sheets one.; sounding vols. (11)..; wire drag vols. ....;

bomb vols. .(1)..; graphic recorder rolls (5)...;

special reports, etc. .(..) cahiers of miscellaneous data.....

.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet		1944
Number of positions checked		126
Number of positions revised		.....
Number of soundings recorded		22012
Number of soundings revised (refers to depth only)		197
Number of soundings erroneously spaced		113
Number of signals erroneously plotted or transferred		.....
Topographic details	Time	.....
Junctions	Time	24
Verification of soundings from graphic record	Time	30

Verification by A.R. STIRNI...Total time 180. Date Jan. 1. 1943

Review by R.H. Cavaleno... Time 28.. Date Jan. 6/1943

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. H6708

Records accompanying survey:

Boat sheets one; sounding vols (3)...; wire drag vols. ....;

bomb vols. .....; graphic recorder rolls (5) (with H-6706)

special reports, etc. (..) cahiers of miscellaneous data filed with H-6706

.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet		546
Number of positions checked		10
Number of positions revised		2
Number of soundings recorded		5311
Number of soundings revised (refers to depth only)		11
Number of soundings erroneously spaced		10
Number of signals erroneously plotted or transferred		0
Topographic details	Time	0
Junctions	Time	0
Verification of soundings from graphic record	Time	0

Verification by R.H. Carstens Total time 48 1/2 Date Oct. 27, 1942

Review by R.H. Carstens Time 7 1/2 Date Oct. 28, 1942

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~REKONNAISSANCE~~

No. H H6706
~~Knox~~

received Oct.3,1942
registered Oct.5,1942
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	R.W. Knox

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H H6708
~~No. H~~

received Oct.3,1942
registered Oct.5,1942
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	R.W.Knox

VRWK

EQC
NHE

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

TIDE NOTE FOR HYDROGRAPHIC SHEET

October 12, 1942

~~Division of Hydrography and Topography.~~

✓ Division of Charts: Attention: Mr. H. R. Edmonston.

Plane of reference approved in
11 volumes of sounding records for

HYDROGRAPHIC SHEET 6706

Locality Submarine Trial Course 10 miles east of Isles of Shoals

Chief of Party: C. D. Meaney in 1941
Plane of reference is mean low water reading
0.2 ft. on tide staff at Gosport Harbor
16.2 ft. below B. M. 2

Height of mean high water above plane of reference is 8.7 feet.

Condition of records satisfactory except as noted below:

C. F. Green

Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE 154327

DIVISION OF CHARTS

SURVEYS SECTION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTER NO. 6708
Field No. H-11

New Hampshire, Gulf of Maine, East of Isles of Shoals
Surveyed in September-October 1941; Scale 1:10,000
Instructions dated August 2 and October 1, 1941

Soundings:
Fathometer, Dorsey I;
Depth Recorder 808

Control:
Visual Fixes on Hydrographic Buoys

Chief of Party - C. D. Meaney
Surveyed by - Ship's Officers
Protracted by - E. G. Cunney
Soundings plotted by - E. G. Cunney
Verified and inked by - R. H. Carstens
Reviewed by - R. H. Carstens
Inspected by - H. R. Edmonston

1. Shoreline and Signals

No shoreline falls within the limits of this offshore survey. See page 1 of the Descriptive Report for source of signals.

2. Sounding Line Crossings

The crosslines in the area of hydrography in Lat. 42°58', Long. 70°22.5' is unsatisfactory and is omitted. The differences in depth between soundings on the crossline and soundings on the regular system of lines amounts to as much as 12 feet and is probably caused by the displacement of soundings from their true position as a result of using the position of the anchor of the buoy rather than the position of the buoy signal in plotting the sounding lines. The scope of the buoy signal from the buoy anchor was approximately 100 meters for each buoy, permitting a possible variation in the position of the buoy signals of 200 meters. Observations necessary for plotting the position of the buoy signal from the buoy anchor were not made while the survey was in progress. With the realization that some of the lines may be displaced as much as 200 meters with respect to each other and

about 100 meters with respect to their true position, the desirability of having observations necessary for plotting the positions of the buoy signals is quite evident. Each of the two areas of hydrography on this sheet were surveyed largely on two separate days. When conflicts occurred between soundings on adjacent lines of different days, soundings of the day covering the greatest portion of the area were accepted as correct and the conflicting soundings of the other day involved were omitted.

3. Depth Curves

Satisfactory.

4. Junctions with Contemporary Surveys

The present survey falls within the limits of H-6706 (1941) and the junction will be considered in the review of that survey.

5. Comparison with Prior Surveys

a. H-1305 (1854-1875) 1:400,000

Agreement with the few soundings from this small scale sheet is fair. The present survey is considered adequate to disprove the existence of any shoaler sounding from the earlier survey.

b. H-4805 (1927) 1:40,000

Depth agreement with this survey is good. In spots individual soundings differ by as much as 20 feet but these differences are to be expected considering the steep slopes. In most cases similar depths can be found within a distance of 100 meters. The present survey is much more closely developed than the earlier survey and is considered adequate to supersede it in the common area.

c. H-4800 (1928) W.D. 1:30,000
H-6707 (1941) W.D. 1:10,000

The present survey is in accord with the effective depths of these surveys.

6. Comparison with Chart 1206 (Latest print date 8-24-42)

The soundings charted within the limits of the present survey originate with the previously discussed surveys and need no further consideration. No aids to navigation fall within the limits of the present survey.

7. Condition of Survey

Satisfactory.

8. Compliance with Instructions for the Project

Satisfactory.

9. Additional Field Work Recommended

None.

10. Discrepancy

The sounding of 352 feet (74-75D) in Lat. 42°56.62', Long. 70°22.58' mentioned on page 8 of the Descriptive Report has been retained despite the fact that there is no apparent indication of such shoal depths on the fathogram. A sounding of 362 feet (not plotted by processing office) between positions 92 and 93D of this survey and a sounding of 361 feet between positions 193-194C of the overlapping survey (H-6706) substantiate the shoal indication. Because of stray markings, the fathograms of this survey are indistinct and complete reliance cannot be placed on them.

11. Superseded Surveys

H-1305 (1854-1875)
H-4805 (1928)

Examined and Approved:

Robert W. Knapp
Chief, Surveys Section

J. S. Borden
Chief, Division of Charts

L. P. Kayser
Chief, Section of Hydrography

G. T. Rude
Chief, Division of Coastal Surveys

rac
MLL

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

TIDE NOTE FOR HYDROGRAPHIC SHEET

October 12, 1942.

~~Division of Hydrography and Topography~~:

Division of Charts: Attention: Mr. H. R. Edmonston

Plane of reference approved in
3 volumes of sounding records for

HYDROGRAPHIC SHEET 6708

Locality Submarine Trial Course, 10 miles east of Isles of Shoals

Chief of Party: C. D. Meaney in 1941
Plane of reference is mean low water reading
0.2 ft. on tide staff at Gosport Harbor
16.2 ft. below B. M. 2

Height of mean high water above plane of reference is 8.7 feet.

Condition of records satisfactory except as noted below:

E T Green

Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE 154337

DIVISION OF CHARTS

SURVEYS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY — REGISTRY NO. 6706, Field No. 21

New Hampshire, Gulf of Maine, East of Isles of Shoals
Surveyed in September - October 1941; Scale 1:20,000
Instructions dated August 2; October 1, 1941

Soundings: Fathometer Control: Sextant Fixes on Dorsey I; Depth Recorder 808 Buoys

Chief of Party - C. D. Meaney
Surveyed by - Ship's Officers
Protracted by - J. D. Curd
Soundings plotted by - J. D. Curd
Verified and inked by - A. R. Stirni
Reviewed by - R. H. Carstens
Inspected by - H. R. Edmonston

1. Shoreline and Signals

No shoreline was transferred to this offshore survey. See page 1 of the Descriptive Report for origin of signals.

2. Sounding Line Crossings

Sounding line crossings differ by as much as 12 feet, as for example in Lat. 43°00.5'; Long. 70°19.4' where a 445-ft. sounding falls on a 457-ft. sounding. These differences are probably caused by the method of control (sextant fixes on buoy signals which have considerable scope) and in some cases by the unsatisfactory operation of the fathometer. However, differences are not considered important in the depths involved.

3. Depth Curves

Satisfactory.

4. Junctions with Contemporary Surveys

A satisfactory junction was made with H-4805 (1927) on the west. The present survey supersedes a portion of this earlier survey. Agreement within the common area is good except in areas of steep gradient where

there are differences of as much as 20 feet, which are probably caused by a slight displacement of sounding lines on the present survey.

H-6708 (1941) falls within the area of the present survey. The agreement in depth is good except where the bottom is irregular. In such areas there are differences of as much as 50 feet which are probably due to the displacement of sounding lines caused by the scope of the buoys used as signals.

Supplementary soundings from the present survey have been transferred to this larger scaled survey, which should be used in charting the area.

There are no contemporary surveys on the south and east.

5. Comparison with Prior Surveys

a. H-1305 (1853-74) compiled from various surveys. This survey is not immediately available for comparison except with respect to soundings charted from it. (chart 1206) Differences with the charted soundings amount to as much as 100 feet as, for example, the sounding of 318 feet in Lat. 42°56.0'; Long. 70°22.3' which falls in present depths of 418 feet. The early surveys from which H-1305 was compiled are controlled largely by dead reckoning. The present survey is developed closely enough to disprove any shoaler soundings from the earlier survey and should supersede it in the common area.

b. H-4805 (1927) 1:40,000. See item 4 for comparison.

c. H-4800 (1928) W.D. 1:30,000
H-6707 (1941) W.D. 1:20,000
Depths of the present survey do not conflict with the effective depths of these wire drag surveys.

6. Comparison with Chart 1206 (Latest print date 8-24-42)

a. Hydrography

The charted hydrography originates with the previously discussed surveys which need no further consideration.

b. Aids to Navigation

There are no aids to navigation within the limits of the present survey.

7. Condition of Survey

Satisfactory.

8. Compliance with Instructions for the Project

Satisfactory.

9. Additional Field Work Recommended

None.

10. Superseded Surveys

H-1305 (1853-74) in part

H-4805 (1927) in part

Examined and approved:

Robert W. Knox
Chief, Surveys Branch

J. B. Bowden
Chief, Division of Charts

L. P. Rayner
Chief, Section of Hydrography

G. R. Rude
Chief, Division of Coastal Surveys

6706 Partially applied to Cht. 1206 11-18-42 K.R.
Fully " " " " 3-7-44

6708 Fully applied to Cht. 1206 11-18-42 K.R.

6706 and 6708 applied to Chart Correction 50 March 9, 1943